

## Media Release

Voith Turbo

Mailing address:  
J.M. Voith SE & Co. KG  
Global Communications Voith Turbo  
Alexanderstr. 2  
89522 Heidenheim, Germany  
[www.voith.com](http://www.voith.com)

### E-coupler from Voith sets benchmarks for freight transportation

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- In future, Voith's electrical coupler design will be the basis for interface standardization of all digital automatic couplers (DAK) in rail freight transportation.
- Voith's solution was particularly convincing in the cost assessment.
- The decision marks a major milestone towards the interoperability of the DAC in Europe.

**HEIDENHEIM, GERMANY/SALZGITTER, GERMANY.** The e-coupler developed by Voith will be uniformly applied in FP5-TRANS4-R. This decision was made by the FP5-TRANS4M-R steering committee at the end of February 2024. This approach has now been endorsed by the Programme Board of the European DAC Delivery Programme (EDDP) in April 2024 and the EDDP Supervisory Board in July 2024. The Voith e-coupler design will eventually be the basis for interface standardization to establish a standard for European rail freight transport. The e-coupler is the key component that ensures the power supply and data transmission in all wagons and locomotives of a digital freight train.

The selection is the result of a transparent process that started in autumn 2023 with the definition of selection criteria by an operators' expert group and agreed by the coupler manufacturers. The criteria were focused on technical aspects on one hand and acquisition and maintenance costs on the other hand. In a thorough four-month test campaign the e-couplers were tested in FP5-TRANS4M-R, the DAC4EU train and the manufacturer's test benches. The Voith solution particularly impressed the group of experts when it came to evaluating the costs.

The decision for an e-coupler design marks a major milestone towards the interoperability of the DAC in Europe. Voith is once again setting benchmarks in this area and thus making an important contribution to achieving the goals of the European Green Deal.

## **Simple, but not simplistic**

The Voith e-coupler meets all specifications in terms of height and weight and can be easily retrofitted with just two screws. Thanks to the small number of components, the coupler is particularly low-wear and easy to maintain. This always ensures a reliable power and data connection.

Separating electrical coupling from mechanical coupling has the advantage that the e-coupler always moves at the same speed after its delayed release. This means that the e-coupler and contacts always remain well protected at impact speeds of up to 12 km/h.

The CargoFlex, Voith's automatic freight coupler, is equipped with a simple mechanism that makes it possible to block the automatic forward movement of the e-coupler and the opening of the cover. Despite mechanical connection of the coupler locks, the e-coupler always remains securely in its retracted position and the cover remains firmly closed. This also enables interoperability with passenger couplers and shunting over the hump.

## **About the Voith Group**

The Voith Group is a global technology company. With its broad portfolio of systems, products, services and digital applications, Voith sets standards in the markets of energy, paper, raw materials and transport & automotive. Founded in 1867, the company today has around 22,000 employees, sales of € 5.5 billion and locations in over 60 countries worldwide and is thus one of the larger family-owned companies in Europe.

The Group Division Voith Turbo is part of the Voith Group and a specialist for intelligent drive technology, systems as well as tailor-made services. With its innovative and smart products, Voith offers highest efficiency and reliability. Customers from highly diverse industries such as oil and gas, energy, mining and mechanical engineering, ship technology, rail and commercial vehicles rely on the advanced technologies and digital applications of Voith.

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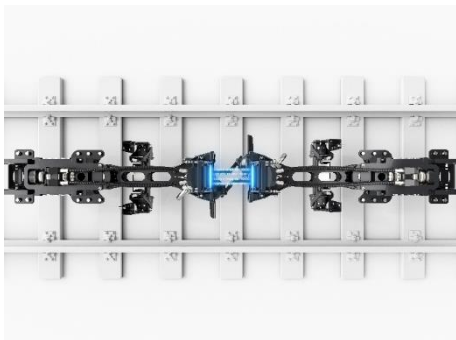
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The e-coupler developed by Voith becomes standard in European rail freight transportation.

## Contact

Philip Bäuerle

Manager Global Communication Voith Turbo

Tel. +49 7321 37-9517

[Philip.Baeuerle@voith.com](mailto:Philip.Baeuerle@voith.com)

### LinkedIn

<https://www.linkedin.com/company/voithgroup>

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